

## REMARKS

Careful consideration has been given by the applicants to the Examiner's comments and rejection of the claims, as set forth in the outstanding Office Action, and favorable reconsideration and allowance of the application, as amended, is earnestly solicited.

Applicants note the Examiner's rejection of the claims under 35 U.S.C. §112, second paragraph, as being indefinite, and appropriate amendatory action has been taken to correct the terminology in conformance with the Examiner's requirements and to thereby clearly and unambiguously also set forth the patentable distinctions over the art, as cited in the Office Action.

Concerning the primary reference of record cited by the Examiner, Desjardens, et al., that particular publication has been withdrawn by the Examiner as being inapplicable as a prior art reference with respect to the present invention.

Accordingly, the remaining reference of record cited by the Examiner with regard to Claims 1-6 is Essig, et al., which has been cited under 35 U.S.C. §102(b) as allegedly anticipating these particular claims.

However, predicated upon the amended claims, as presently on file, applicants respectfully submits that the claims have been amended to clearly define the inventive concept which resides in the integration of the functionality and arrangement of two separate hydraulic pumps into a single-pump system, which also maintains a specific fixed ratio of two partial flows of a hydraulic fluid in two partial delivery lines.

The foregoing structure and functional interconnections have now been clearly set forth in the amended Claim 1, and this should unambiguously provide patentable distinctions and advantages which are not at all disclosed nor suggested in Essig, et al.

Reverting specifically and in detail to the Essig, et al. publication, the latter discloses two single separated hydraulic pumps which are interconnected in a series arrangement with the hydraulic motors disclosed therein, in order to prevent any slipping or sliding of one drive. In contrast therewith, pursuant to the present invention, as set forth in the amended claims, a single hydraulic pump assumes and carries out the task of the two hydraulic pumps employed in Essig, et al., and furthermore, inasmuch as the two partial delivery lines of the single hydraulic pump are hydraulically coupled, the respective partial delivery flows of the hydraulic fluid remain in a specific fixed ratio relative to each other.

The foregoing provides for, pursuant to the present system, any increasing delivery flow of a hydraulic fluid in a sliding or slipping drive is suppressed by the constant delivery flow of the other drive, which is not in a sliding or slipping mode of operation.

Although the Essig, et al. publication represents the closest state of the art, in which a hydrostatic vehicle drive provides for satisfactory straight-ahead travel or linear travel properties, particularly in the instance of any slipping or sliding, which may be encountered in one of the drive lines. However, Essig, et al. base their solution to any problems encountered with regard to the aspect that a rigid coupling of the hydrostatic motors with the hydrostatic pumps can be attained by means of an alternative connection of the first hydraulic pump, which is followed by the first of the hydraulic motors and then followed by the second hydraulic pump, which is followed by the second hydraulic motor, which in essence, provides for a series-connected arrangement. In an arrangement of that nature, which utilizes the configuration of two separate hydraulic pumps, these are generally arranged on a common drive shaft, the latter of which necessitates a complex interconnection between the separate hydraulic pumps and the hydraulic motors, and consumes a large amount of space in order to be able to accommodate the lengthy axial construction of the two hydraulic pumps.

In contrast with the foregoing, the present invention simplifies the hydraulic pump and hydraulic motor interconnections and the structural configurations by integrating the functionality and arrangement of two hydraulic pumps into a single hydraulic pump.

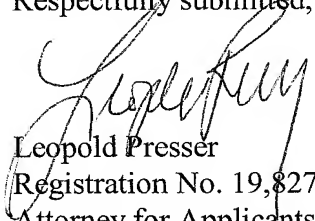
By providing a novel and inventive solution to the tasks of compensating for any slipping and sliding of the drives, and other potential operating problems that may be frequently encountered in the prior art, the construction and functioning of the present invention in the manner of a single-pump system, enables the two partial delivery lines of the hydraulic pump to be hydraulically coupled, and thereby the partial delivery flows of hydraulic fluid to remain in a specific fixed ratio relative to each other. Consequently, there is suppressed a rise or increasing delivery flow of hydraulic fluid in a slipping or sliding drive, due to the prevalence of the constant delivery flow of the other drive which is not in a sliding or slipping mode.

In summation, the present invention solves the problems encountered in the prior art in a simpler, highly efficient mode, which eliminates at least one hydraulic pump in the system, and is deemed to be directed to a clearly novel concept, as set forth in the amended claims.

Accordingly, inasmuch as the claims are deemed to be directed to allowable subject matter, the early and favorable reconsideration of the application and issuance of the Notice of Allowance by the Examiner is earnestly solicited.

However, in the event that the Examiner has any queries concerning the instantly submitted Amendment, applicants' attorney respectfully requests that he be accorded the courtesy of possibly a telephone conference to discuss any matters in need of attention.

Respectfully submitted,



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